

In our issue of the 27th ult., we gave a detailed account of the loss of the American whaling bark *Daniel Wood*, Richmond master, on the 14th of that month, on French Frigate Shoal. After our paper had gone to press on Saturday last, the United States steamer *Lackawanna*, Captain Reynolds, which had sailed on the 23rd to rescue the shipwrecked crew which remained on the shoal, returned to port, having been absent nine days, and having fully succeeded in her errand of mercy. She brought the first officer, Mr. Hall, and twenty-six others, all in good health, having happily been preserved from famine and thirst.

An account of the life of these castaway marines—on a barren shoal, far out at sea, with no natural sources from which to obtain water to slake the thirst excited by a tropical sun, and with but a scant supply of water and provisions obtained from the wreck—may not prove uninteresting.

When the captain and his boat's crew of seven men ended their perilous voyage of four hundred and fifty miles to Honolulu, over a tempestuous ocean, the stock of provisions left on the shoal for the subsistence of the remaining twenty-seven souls, consisted of about two hundred and forty gallons of water, some of which was brackish, and bread enough to last two weeks, if used moderately. The bread, however, had got saturated with salt water, and was in a state of pulp. This constituted all the provisions saved from the wreck, exclusive of what the Captain took in his boat. As he disappeared in the shades of night on the afternoon of the 16th, various were the emotions of those who were left behind. Would they ever see him again, and would not his boat be upset or swamped in the heavy trade-wind sea that rolled between them and Honolulu? Any accident to the Captain might consign them to linger out for a few weeks a miserable existence, evidently to perish in this out-of-the-way place, scarcely ever visited by vessels, and indeed studiously avoided by shipping on account of the known dangerous character of navigation in its neighborhood.

Out of the whole number of men on the shoal but five were Americans born—the chief officer and four others. The remainder were Portuguese and Hawaiians, and on these five depended the contriving and the adoption of measures of proper economy in the use of the provisions and the maintenance of discipline. But they proved themselves equal to the task, for Yankees are always ready to meet any emergency. First all hands were put on a regular allowance to each man of a handful of the soaked bread—which was reduced to a pulp—twice a day, with two half pints of water. Some pieces of white twilled cotton, such as is used for boat-sails, had been saved from the wreck, and with these a tent was improvised to shield them from the hot sun.

They were tolerably comfortable, for the climate is so mild that thick clothing at night can be dispensed with. Here it may be mentioned, that when the ship commenced breaking up, the American portion of the crew were endeavoring, under the direction of the officers, to save something of value for the benefit and preservation of all, while the Portuguese, with characteristic regard for their individual interests, were busy securing each his kit of clothes, so that while they and most of the Hawaiians landed with cut-offs, the Americans had nothing but what they stood in.

Fortunately the shoal on which they were cast, abounds with sea-birds, of the kind known among seamen as "Molly-mucks." We are unable to say what name they are known by among ornithologists, but presume that the peculiar ery which they make at times originally furnished sailors with a reason for calling them "Molly-mucks," a name by which they are known from Cape Horn to the Arctic Ocean, for they are to be seen in all latitudes. They visit these low islands and shoals for the purpose of incubation, laying their eggs in countless numbers on the sand. Although they are essentially sea-birds and subsist entirely on fish, yet their eggs when fresh, are quite as palatable as those of a Shanghai or a Dominicano. The men of the *Wood*, used to go out every morning and collect several buckets full of them, and found them excellent eating, either boiled or roasted. The young birds too, before they are fledged, are quite fat and tender, and when skinned and hung up for a few hours eat very well. The lagoon also abounds in turtle and fish, the former of which were easily caught, and a good deal of diversion was had among the sailors in getting astride of a big fellow, and seizing him by the flippers, amusing themselves with his ineffectual attempts to dive. There was plenty of fish, too, in the lagoon, but they had no fish-hooks, but managed to make one or two out of a piece of wire. They had one cooking utensil, a copper kettle saved from the wreck, and in this they did all their cooking. Their firewood was from the spars of the *South Seaman*, still lying on the shoal. So it would seem there was no danger of starvation, so long as the turtle and the birds lasted.

The subject of the supply of water for drinking purposes, was the one which most engaged their thoughts. Should help fail to come, before many days their already scanty stock would, even with the strictest economy, be entirely exhausted, and then like the case of Coleridge's "Ancient Mariner," there would be—

"Water, water, everywhere,
And not a drop to drink."

But Yankee intelligence and energy came into play. The second day after the Captain left, they set to work to make an apparatus to distill fresh water out of salt. To do this, they had a deck pot, two gun barrels and a short piece of lead pipe. Fitting a wooden cover to the deck pot, the bent end of a gun barrel was inserted in the top, and joined to the other gun barrel was led through a cask of cold water as a condenser, and the lead pipe, connected with the last gun barrel, carried the precious drops of now fresh water to a bucket. The still was a perfect success, and on one day, they got, by measurement in a two and a half gallon bucket, no less than thirty-eight gallons of perfectly sweet fresh water.

There was a perennial spring. What a relief it must have been to those men, especially the more ignorant and incredulous of them, when the first drops of the nearly dry trickle into the bucket, to hear the officers pronounce it to be fresh water. The cooper, Mr. Vincent, and a young Yankee seaman named J. M. Bayley, were the artisans who planned and executed the still. Bayley was in Farragut's flagship, the *Hartford*, during the late war, and there during the blockade at Mobile, saw the same process of distilling fresh water from salt, on one of the sand-islands used by the fleet, and this mode he successfully assisted in repeating at French Frigate Shoals.

Thus, by perseverance and skill—the only tools they had was a saw, a hammer and a chisel—they had made themselves safe from any fear of perishing from thirst, so long as the firewood lasted, and that was ample for months to come, there being yet two lowmounds of the *South Seaman* high up on the sand-bank. And so, with minds comparatively at ease, they waited patiently for the wished-for cry of

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"sail ho," for which they were constantly on the watch.

At length, on Sunday afternoon, the 28th, at about 4 o'clock, the welcome sound was heard from the lookout, and a steamer was seen in the offing, approaching the reef. A Hawaiian pronounced it to be the *Klubaua*, but as she drew nearer, her three masts were made out, and Uncle Sam's boys recognized with joy the stars and stripes—"old glory"—flying from her peak. Mr. Hall, the first officer, immediately launched and manned his boat and proceeded alongside the *Lackawanna*, where he was most kindly received by Capt. Reynolds and his officers. After consultation, it was decided to embark the shipwrecked men early the next morning, and Mr. Hall returned on shore to make the necessary preparations, arriving at the sand-bank at 2 o'clock. We may perhaps imagine the anxiety with which the order to "strike your tent and pull away," was obeyed by men who, having escaped the perils of reef and breakers, had been living for fourteen days on a low barren sand-bank, of but a few yards in extent, with nothing but an infinite waste of waters on every hand to bound the horizon. They were welcomed on board with every demonstration of sympathy and kindness, and they speak in the highest terms of the generous treatment they experienced at the hands of the captain, officers and crew of the *Lackawanna*. The embarkation was finished by 9 o'clock on Monday, the 29th, the four boats saved from the wreck having been hoisted on board, and the ship started on her return to this port, of course as before stated, she reached at 10 o'clock on Saturday, the 4th instant.

San Francisco Correspondence.

PER "CAMBRIDGE."

SAN FRANCISCO, April 16, 1867.

Since the sailing of the *D. C. Murray*, on the 26th of March, the bark *Eliza Allen*, 22 days, *Cambridge*, 16 days, and *Couer*, 14 days, have arrived from your port—the two latter making very good passages, while the *Eliza Allen* was somewhat longer. The *Couer*, however, still claims the laurels for the wreck, exclusive of which the Captain could not be upst or swamped in the heavy trade-wind sea that rolled between them and Honolulu? Any accident to the Captain might consign them to linger out for a few weeks a miserable existence, evidently to perish in this out-of-the-way place, scarcely ever visited by vessels, and indeed studiously avoided by shipping on account of the known dangerous character of navigation in its neighborhood.

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were busy securing each his kit of clothes, so that while they and most of the Hawaiians landed with cut-offs, the Americans had nothing but what they stood in.

W. A. Aldrich vs. C. W. Brooks & Co.

Your correspondent must certainly have been misinformed, or perhaps prejudiced, when he stated in a late letter that Mr. Aldrich had withdrawn his charges against the firm of C. W. Brooks & Co. The facts as understood by the public are these: The original complaint was made against the firms of Walker, Allen & Co. and Chas. W. Brooks & Co., Mr. Aldrich believing at the time that Walker, Allen & Co. were in collusion with C. W. Brooks & Co., and so stated in his complaint. After Mr. Barnes' return from Honolulu, it was found that the firm at that place were in no way implicated in the affair, as was proved by their books upon examination. Accordingly a new complaint was drawn up in accordance with the facts as stated, and the charges, as far as Messrs. Walker, Allen & Co. were concerned, were withdrawn; but so far as concerns Messrs. C. W. Brooks & Co., the original complaint is in no way changed, unless it be increased. Capt. Watson is also about making charges against the same firm of a criminal nature, he having placed in their hands monies belonging to his wife, to be invested as trust money in her name. Unfortunately he has had a tendency to injure Mr. Aldrich, who has always held a prominent position in the mercantile community and at the time of their failure securities that had no value were turned over to Capt. Watson. It is said the laws here are very severe upon those who misappropriate trust money. The nature of the statements made by your correspondent with the facts as stated, and the charges, as far as Messrs. Walker, Allen & Co. were concerned, were withdrawn; but so far as concerns Messrs. C. W. Brooks & Co., the original complaint is in no way changed, unless it be increased. Capt. Watson is also about making charges against the same firm of a criminal nature, he having placed in their hands monies belonging to his wife, to be invested as trust money in her name. 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